In Congress, Yesterday.

to Monday next.

In the Horse, the Post Office Committee reported a resolution to appoint a Special Agent to proceed to California and receive bids for Postal service in California and Oregon, which was ordered to a third reading, after an unsuccessful motion to lay it on the table. Two unimportant bills were passed and the House adjourned.

We had not heard of the arrival of the America at Boston when we went to press this morning. Her mails will we pre-

While in this State we are holding back in the career of law reform and allowing it to be delayed by the prejudices and interest of the lawyers. it is advancing in the country whence the old common law is derived at a rate which must surprise those not acquainted with the facts. For instance, the English Lord Chancellor has lately issued a series of orders changing the old mode of Chancery pleading in certain cases and adopting substantially the form of complaints provided by our Code. The Code has also been examined at length in the Law Review, the first legal periodical of the kingdom, and commended in the most unqualified terms, as a worthy model for British imitation. The London Times notices our suppression of the Court of Chaneery and the conferring of equity jurisdiction on the law Court as a change startling only to ignorance or prejudice, and proper to be adopted by England. And it is expected that a movement for the abolition of the forms of action and the substitution in that respect of common sense for unintelligible technical lingo will be successful in the coming session of Parliament. What the view of some of the most eminent English lawyers is on these questions may be judged from the following extract of a late speech of the Solicitor General, delivered in the House of Commons:

"I must warn the House, if they attempt legal "I must wan the House, if they attempted reforms, that they must not allow lawyer after lawyer to get up and tell them that they were not capable of understanding the subject. The House may depend upon it, if they could not reduce a legal proposition to the plain principles of common sense, comprehensible to persons of ordinary intelligence, the defect was that it was a technique of the proposition of the plain principles of common sense, comprehensible to persons of ordinary intelligence, the defect was that it was a technique of the proposition of costs and cal system, invented for the creation of costs, and not to premote the due administration of justice."

said by American law reformers? And shall we allow a movement which we have so well began to be defeated through the opposition of interested and prejudiced parties who, like the lawyers above referred to would fain make the world believe that they have a monopoly of understanding on the question? We trust that the Legislature which is about to meet, will promptly decide that point, and give the Code a fair trial, which it has not yet begun to have. It will not do to let conservative and slow moving England crowd upon us in the work of Law Reform.

Whitney's Railroad Scheme.

Mr. Whitney's Railroad Plan which I have just read, and which I think calls for a reply, particu-larly because a previous article of the same purper tron the same pen, remains unanswered in the columns of The Tribune. Though I am aware that Mr. Greeley had before expressed adverse opinions on the subject, this is, of course, unknown to many new readers, who now consider The Tribune's great influence committed to the scheme, inconsistently with its well-known opinions in favor of the nearlest sight to the soil.

trary, was anazed to see a writer of whose judgment I had so high an opinion, attempt the delense
of a scheme so much at variance with right principles and reform policy. If I lack a "correct
understanding," and write from "prejudice rather
than knowledge," it is not for want of severathan knowledge," it is not for with Mr.
Whitney himself, and Mr. D. will agree with me
in the belief, that if Mr. Whitney cannot make a
convert to his scheme, no one clse can.

"The great objection" is not, as The Tribune
article asserts, that "the scheme is a wast land
speculation, and that Mr. Whitney aims by it to
make an immense fortune. The greatest objec-

speculation, and that Mr. Whitney aims by it we make an immense fortune. The greatest objection to it is this: Trat it aims to take advantage of the new series of the landless people, their powerly and description, caused in direct violation of their natural rights) by existing and monopolies, to compel as many of them as can be got on the sixty by three thousand more tract to make a Rairoad for the hear, it, not only of the whole Union, but of c benefit, not only of the whole Union, but of the world? The immense advantages of the road to the whole people, and particularly to the commercial world, no one insist on more pertinatiously than Mr. Whitney. The freight of the road is to be free to everybody, except from the trilline necessary tax to keep the road in repair, through all time! Now, I ask. Why should the landless people of this generation, because of their landlessness, be compelled to construct a road, unparalleled in extent and expensiveness, for the use and profit, not only of all the land and property holders of this Unon and of the world, of the present generation, but of all future generations?

people do in effect make all the railroads now, and ump at the chance, and frequently light for it, for the more compensation of hard fare, scanty clothing, and poor house provision for sickness and closes and that this opportunity of crossing the Recky Mountains, on a railroad of their own making, will increase the demand for their labor. Notwithstanding the many opportunities of this description that have been allorded them for a low conservast, to level hills and valles, cross rivers.

contedly believed to be practicable, by Mr. D. as

I am well aware that Mr. Whitney will say that the laborers themselves who are to perform this little job may become the landholders in the States through which it would pass, and pay to the land by work on the road during the leisure the land by work on the road during the leisure hours they can spare from their farms; but I know too much about farm work—by a man cultivating his own land, the produce of which must be put in the same distant market with the produce of slave labor on the monopolized land around him, cultivated by slave labor, (I do not mean exclu-sively black slave labor,) and of course sold at the savely black slave labor, and of course sold at the same price—I know too much about this condition of things to believe it possible that the laborers on Whitney's Railroad could become the landholders of his principalities. I can easier concive how capitalists, great or small, would forestall the lands, and pay for them with the profits at labor of the landless on the road in with n the labor of the landless on the road, in spite f the checks which "this present Congress" sight be willing to impose and Mr. Whitney

might be willing to impose and Mr. Whitney agree to accept.

I fully concede to Mr. Whitney all the credit Mr. D. claims for his ten years' persecuence. In that particular he is a man after my own heart. And I have so good an opinion of Mr. Whitney's "good intentions," as to believe that had he heard of the idea of Land Reform, when he first conceived his project, he would have made it conform to that idea; that is, he would have insisted on the entire freedom of the public lands, outside of his little strip, at least, as a preliminary to the his little strip, at least, as a preliminary to the commencement of the work; for in no other way could the railroad be constructed in accordance with the right of the landless to a place on the

earth.

Mr. Whitney may be as free from all taint of land speculation as Mr. D. supposes; but, if so, why does he not nek Congress to appoint him superintendent of the work at a salary of with positive guards against the possibility of his, or any other individual's, ever becoming possessed of more land on the route than would be sufficient for a confortable homestead? Ah! I see: "is evident," says Mr. D. "that with the present Congress any taint of Land Reform would destroy the bill." I think, quite innocently, I protest that this should be reason sufficient, if true, to any Land Reformer, why "the present Congress" should not pass the bill; but, though I have not quite so bad an opinion as that of the present Congress, to make assurance sure, I would first demand the freedom of the Pablic Lands, reserving, if necessary, according to Mr. Benton's calculation, a mile wide for the Railroad, and this, it seems to me, would be a great step toward the construction of the road; for local use, where the ground must be bought at the present earth.

Mr. Whitney may be as free from all taint of world-wide utility, can be made with the ground free, on some equitable plan. I have my own notion as to such a plan, and it is not by lending the credit of the government, which in my view has not much credit to lend at present, and ought never to have any, nor by a joint stock company, to be tax-eaters on the people forever. I will only say now, that according to my notion, and according to that good old commandment, "do unto others," &c., those who are to be benefited by the road should pay for the making of it, as equitably as that result could be provided for by the wisdom of the age, which, of course, is at all times to be found, in the most compact and concentrated form, in the halls of Congress Asthings appear to me, it seems now of farmor consequence to the landless people, and landholders of this Union who may become ment should cease to exercise assume its rightful power of apportioning it equitably among the landless people, than that they should spend one moment of their precious time as overseers of the roads, further than to lay them out and thus save the people the time and expense of cultivating and building upon them. Let Congress allow the people to fulfill God's command to "go forth and multiply," on both sides of the road site, and I should not wonder if they were to say to their fellow-citizens, after they had built their homesteads, "Now we are willing to pay a tax for making this road, proportioned to our proximity and the advantages we can derive from it, the rest of you paying for your advantages from the road on the same principle." Nor, should Congress doubt their willingness to make such a proposition, would lobject to such a form of taxation as a condition of free settlement.

According to Mr. Whitney's plan, as stated by of trafficking in the soil, and assume its rightfu

According to Mr. Whitney's plan, as stated by Mr. Dana, he must build ten miles of read, with his own means, before he can sell an acre of land and then he is to be allowed to sell five miles by sixty and some indictions. sixty, and so on for eight hundred miles, through the good land, each alternate live by sixty miles being reserved to build the road through the land incapable of cultivation which lies beyond. Ten alles of road, according to the cost of railroads in lassachusetts, at \$70,000 a mile, would cost 700,000. Admitting that Mr. Whitney can honsco.000. Admitting that Mr. Whitney can honeatly have come, or can honeatly come into the possession of \$700,000, equivalent to the proceeds, sny, of 700,000 days labor, why should the Government of the greatest Republic on earth so far tax Mr. Whitney spatriotism as to exact such an outlay for the public good? I can imagine no satisfactory reply. Either, he must run a risk which he ought not to run, or he must anticipate prospective advantages which he ought not to receive. It would be a sort of gambling unworthy of a great nation, and of bad tendency on the public morals.

of 40 to 160 acres, and, of course, as there must be no "taint of Land Reform," in the Scheme to ensure its passage by "the pr Congress," Baron Rothschild, Queen Vic congress, Daron Rothschild, Green Victora, or any other individual may buy up, directly or indirectly, as many of the tracts as he or she may take a fancy to. It would not be a bad speculation, I fancy, to buy even one forty acre tract, on the site of some New-Cincinnatior "New-York on the Pacific, so far as one may form an opinion by the operations of the land speculators, even in the absence of railroads, in the new cities of California. If Land Reform were to have any connection with the plan, the city and village sites on the route should be designated, and the lots in these should be much smaller than "forty acres." According to Land Reform notions, it would be at least as honest for Government to sanction the plunder of goods and chattels, as to enable one set of men to forestall the people's farm, village, or city homesteads, and thus exact millions worth of the people's produce, for which they had given

But the road is to be built without dollar, through lands now worthless, and after it is done the government is to receive ten cents an acre for the whole tract into the bargain! There it is to strately through the sum of the contract in the spite of rivers and mountains, like the fairly ring on a May morning in the days of "Merrie Eng-land," as it were by magic! The world is to have afree road, and the Government is to have ten cents an acre for the sixty by three thousand mile tract for letting it appear! After all, how-ever, somebody must have done the work, and though it may spoil the poet y of the lifea, we must come to the ligures. Although some one has said that if you would let him make the songs of a nation, he could do almost as he pleased with them, I do not think the lacklanders of this nation and of Europe are to be sing out of this railroad without counting the cost. Let us calculate these thousand miles of railroad at seventy thousand dollars a mile,

units, tens, hundreds; thousands, tens of thousands, bundreds of thousands; millions, tens of millions, hundreds of millions; two hundred and ten millions of dollars. It may probably cost more to run a railroad over or through the Rocky Mountains than about the little scabord State of Massachusetts; but the estimate is near enough for a beginning. The solve fact there exists ansanch sects out the estimate is near enough for a beginning. The sober fact, then, setting aside the poetry of the nies, is, that the lack-landers are to pay two hundred millions of ten dollars in labor on condition of being allowed to live on Mr. Whitney's tract, and the government is to receive 10 cents an arce for the land as a bonus for binding them out to this service on their own land. I don't think the scheme will do.

do.

The scheme "must bring into action without delay an industrious and independent population, cultivating the land on each side, supplying food to the laborers, and furnishing business for the working part of the road." "The simpless self-interest must compel Mr. Whitney to see that all the lands sold become directly the property of actual cultivators," says Mr. D. Mr. Whitney himself says that the cultivators would be the laborars working the actual cultivators. self says that the cultivators would be the labor-ers, working the road to pay for the land at their leisure, but I think Mr. D. is nearest right. Mr. Whitney would find it to his interest to sell the lands to the highest bidders, and to hire laborers

at "five shillings a day," or one shilling if that should then be the market price of the lacklanders, as in Europe and though it might be to his ad-vantage to sell the agricultural land to actual calvaninge to sent he agricultural land to actual cultivators in the first instance, he would have no power to prevent their monopoly afterward, for there must be "no taint of Land Reform" about the plan. Even if we should convert Mr. Whitney to the doctrine, Congress has guarded against his putting it in practice, so he would have no alternative but to pursue the present system; that is to accurate land meaning. is, to encourage land monopoly in Europe by keep ing it up here, and by that means making as many ing it up dere, and by that means making as many lacklanders as possible, in order to increase their competition, and get their labor at the cheapest rates. Certainly, then it would be Mr. Whitney's interest to have a dense population, for the denser the population the higher the price of lands, the higher the price of lands the higher the rents; and the higher the rents the lower the wages, as our experience in "civilization" has abundantly de-monstrated. As the populations of our Atlantic States have become more dense, I have not heard

monstrated. As the populations of our Atlantic States have become more dense, I have not heard that the competition for labor among "Corkonians" and "Fardowners" has become less savage or their wages much higher.

Mr. D. whips the devil of a Land Reformer, which his fancy has pictured, around the stump of Land Monopoly, by arguing that the Whitney scheme only sells the "increased value" of the land given to it by the Railroad; wheat, which would now be worth but thirty or forty cents a bushel, would then bring a flollar, and so on Rather bad encouragement, that, for the laborers who are to live on the wheat! If Mr. D. saw Land Reform as I see it, he would not anticipate the transit of a single bushel of wheat over this Railroad to Europe. Europe can, and ought to the transit of a single bushel of wheat over this Hailroad to Europe. Europe can, and ought to, and would, with Land Reform there, which would speedily follow Land Reform here, produce every bushel of wheat needed in that quarter. Even Great Britain has 11½ acres of land for every family, which is equivalent to a twenty acre farm for every farmer, and a sufficient lot for every man of every other occupation; and, according to their best political economists, sufficient land, properly cultivated and apportioned, for four times the present population of that country. It is only by robbing the people of their right to the soil, and thus forcing them, in a wastly too large proportion, to the workshops and factories, that an artition, to the workshops and factories, that an artificial scarcity of grain is created in Europe; and it tand Monopoly were abolished here, our farmers would be enabled to supply all their mechanical wants by fornishing food to our own mechancal wants by furnishing food to our own mechanics. What they now pay for the rent and purchase of land would far more than make up for the grain they are now compelled to sould to fur rope. The only legitimate commerce between two countries is in an about rope. The only legalimate commercial services two countries is in productions peculiar to the soil and climate of either. If, in either of two countries rightly governed, (with free land and free trade,) the people should not be able to raise provisions enough to support them, the other lawing a surplus of land, instead of importing provisions, they ought to export themselves; now they are compelled to do so, not through the

poly of it.

I am glad to notice in Mr. Whitney's scheme, as delineated by Mr. D. one highly praiseworthy feature, that "it will have no dividends nor interest to pay on capital, but only its repairs or current expenses;" but I dissent from the current expenses; but I dissent from the asser-tion, "that this principle cannot be applied if any other scheme than this be adopted." This princi-ple is applied in the construction of almost all our common roads, and of some of our plank roads; and, in my opinion, ought to be applied to every road of every description. Any other principle is inconsistent with the freedom of the soil, and I anticipate the time when on this principle all our present roads shall be resumed by the people.

ticipate the time when on this principle all our present roads shall be resumed by the people.

A complete review of Mr. Whitney's scheme, as developed by himself in his pamphlet—the repudiates Mr. Breese's Senate Report in its favor, as also, I beliave, does Mr. Breese since he became conversant with Land Reform)—would give ground for many points of opposition to it more than I have stated; but the two grounds of objection on which I have laid the most stress ought alone, I think, to be sufficient, not only to defeat it, but to consign it to oblivion: first that it proposes to make the landless people do a great national work entirely at their own expense, and secondly, that it is a stumbling block in the way of the Freedom of the Public Lands.

How any Land Reformer could fall in with such a plan surpasseth my comprehension. I can only conjecture that he must see in it a tendency to the realization of a favorite theory, that civilization must wear itself out before a true state of society can be brought about, and that its last stride must be to the Pacific. The contemplation of such a remote result would be terrible to those who believe that we need only the legitimate application of the principles of the Declaration of Independence to give competence to all and place us on the high road of progression.

Reply. Before proceeding to discuss the arguments of our friend and correspondent, let us say that there is one thing in his remarks which, did we think it true, would cause us sincere mortification. We refer to the passage in which he attributes to any observations which may appear in these columns an influence apart from their inauthority with his readers, causing them to defer to his mere dictum, has either achieved an unenviable success or a miserable failure, according to the aim he has before him. For our part, we regard it as the only legitimate and even the only tolerable function of a public teacher, so to inspire and inform the minds he addresses that they shall defer to nothing but demonstrated truth, and repel every influence but that of good sense and reason. And we flatter ourselves that we have not so far failed in our purpose as the words of our correspondent might be construed to imply.

The essential difference between our correspondent and ourselves, at least in respect to the Pacific Railroad question, is that we regard that work as a matter of pressing, instant necessity, while he thinks it may as well be deferred to a distant period in the future. We see, too, that Land Reform measures cannot be got through Congress, either at the present session or for several sessions to come. It is true the revolution of public opinion which is to result in Land Reform is advancing with cheering rapidity, but it will still be some time before it is accomplished. Meanwhile, there is in the first place, a great probability that some sort of a Railroad scheme will be adopted; in the second place, there is already a very great want of the work and before it can be completedlet it be begun ever so soon, the necessity will be absolute and imperative; and in the third place, the timber needed by the work, and placed by nature as if for the very purpose, in the fertile lands in the vicinity of the upper Mississippi, is rapidly disappearing. For these reasons, then, we are led to ad-

vocate the scheme of Mr. Whitney. It is, we think far preferable to any other which can be adopted at the present time. It is better than the construction of the road by the Federal Government, for the reason that it ensures economy in the work, creates no new patronage and cannot be converted into a party machine for officejobbing and contract-plunder of the public

treasury. And it is infinitely better than

any corporation plan that can be invented for the reason that the road when done according to it, will have no dividends nor interest to pay, but will be open to the use of the world with only tolls enough to cover expenses and repairs. Show us any better practicable scheme that will embrace these advantages, and look toward the completion of the work in a quarter of a century and we will go for it with all our heart.

Our correspondent's greatest objection to the scheme is, that it aims to take advantage of the necessities of the impoverished laborers of the world, by employing them in the construction of the road. This same objection holds good against every industrial undertaking not conducted with a direct view to Labor Reform, but we cannot think it sufficient to justify opposing all public enterprises. We have our awn convictions as to what is necessary in the way of Reform and as occasion serves, endeavor to carry them into the minds of our readers. but we do not consider that the salvation of the world depends alone on their instant adoption, or that everything else should be stopped till the measures which we think first in importance are carried into effect.

One argument is that the laborers on the road cannot become owners of the lands along it. Of course we should greatly prefer a bill so framed as utterly to prevent land speculation and land monopoly. but even without such provisions, we see in the nature of the case, restrictions which we think our correspondent does not sufficiently value. This road cannot be treated like an ordinary enterprise of the sort. It must be accomparied by the grandest attempt at colonization yet set on foot by any Government. Unless the country be colonized and brought into civilization the undertaking must fail. Now is it to be supposed that so vast a tract can be colonized and settled on land monopoly principles? Unlike our correspondent we suppose that the hundreds of thousands of laborers who will build the road, will take their pay mainly in land, set to tilling it, and find a market for whatever they may raise on the road itself. And is it not plain that such a population can only be formed into Land Reform States, and that an effectual stopper may and will be put on land speculation at the first step they take in political organization ?

Our correspondent's second objection is, that the lands along the road and their inhabitants, ought not to bear the whole expense of the construction, but that it should be distributed over the whole Union, and indeed the whole world, seeing that the whole world is benefitted. This seems to us more specious than sound. It is impossible to assess the cost of public improvements with exact, hair's-breadth justice upon all who in any degree profit by them. What is desirable, and what experience has generally agreed upon, is to come as near the mark as practicable. And if the produce of the territory through which the road is to pass will sell for so much more with it than without it, that the lands are increased in value to the amount of the road's cost, we see no practical reason against assessing it upon them. In all similar cases, experience shows this to be the most practicable and convenient method. And beside, it is worthy of notice that a great public enterprise always benefits a a much wider circle of persons than pay for it. That comes from the nature of things, and makes a part of the tie which unites men of all countries and ages in one

So much for these two objections to this great scheme. And in closing-as we do without recurring to the positive arguments in favor of Mr. Whitney's plan-let us say that we welcome this discussion, both for the sake of the Railroad and of Land Re-C. A. D.

Georgia and the Union.

The Georgia State Convention assembled at Milledgeville on Wednesday, the 11th inst. The Disunionists have not more than 30 members in the body, and as we learn from the Macon Mes senger, most of these were elected by pretending to be for the Union. The Messenger gives the following summary of the popular vote as far as received. The Union majority in the State is about 30,000

UNION MAJORITIES.

| Counties | Ma | Counties | MA: |
|----------------|---------------|--|--|
| Talbot. | | Walton, | 418 |
| Monroe, | 210 | Wilkes | 40 |
| Bibb, | | | |
| Bippharen | | Upaon, | 350 |
| Crawford, | | Gwinnett, | 350 |
| Heuston, | | Clarke | |
| Dooly | | Forsyth, | |
| Sumter, | 480 | Porsylli, | 170 |
| Mincon, | 600 | Muscogee | +++++++++ 170 |
| DeKaib, | | Henry, | 630 |
| Cobb, | 116 | MCINICELL, | |
| Cherokee | 585 | | |
| Walker, | | Greene, | ****** 500 |
| Flovd | 920 | Morgan, | 259 |
| Curs | 550 | | 300 |
| Pike | 150 | | 300 |
| Gordon, | | | |
| Gordon, | | | |
| Merriwether. | 100 | | |
| Richmond, | | Walton, | |
| Baldwitt, | | Talliaferro | |
| Wilkingon | | Tammetro, | 105 |
| Hurris, | | Liberty, | |
| Marion | | Tatnall, | |
| Washington, . | 611 | Buffoch, | |
| Fayette, | - Ho | Jackson | 300 |
| Stewart, | 344 | Hall | ******* 400 |
| Newton | | The party of the p | |
| *16.11.50. | TITOTI WHEN I | MAJORITIES. | |
| Seriven, | | Butts, | |
| SCHACE, | 110 | Jusper, | 75 |
| Murray | Carrente His | Early, | 74 |
| Jones, | | Edition | (C. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10 |
| Twigge, | 100 | | |
| NO OPPOSITION. | | | |
| Columbia. | Decame. | Effingham. | Bryan. |
| Warren. | Jefferson. | Jederson, | Pulnaki. |
| Reille | ock. | Madiso | n. |
| 141411 | 45.0404 | | |

To John M. Daniel, Esq., Editor of the Richmond Examiner, was chosen Councillor of State by the Virginia Legislature on Tuesday

FROM RIO HACHE.—The schooner Abel Story, Capt. Case, at this port, from Rio Hache 15th uit. reports everything quiet on the coast when he left. The interior of the country still continued disturbed by the frequent robberies and murders committed by the natives, which rendered life and property insecure out of the settlements. Hides were rather scarce in the markets. [Boston Journal.]

Three persons, residents of Stephentown, Rensselaer Co. by the name of Derby and Mundigo, and the wife of the latter, were arrested in Hudson on Friday last, for passing counterfeit bills on the bank of New-York. No money was found on them—a fourth person having escaped, it is supposed, with the money.

FROM WASHINGTON.

The Treasury Report-Congressional Doings.

Correspondence of the Tribune. Washington, Weinesday, Dec. 11. The Treasury Statistics will make the following exhibit of the last fiscal year

| OF IMPOINTS | Cottons | S19,806,164 Sugara | T.555,146 Sulks | T.7076,59 Cuffee | 11,215,000 Sulks | T.7076,59 Cuffee | 11,215,000 Sulks | T.8076,59 Cuffee | 11,215,000 Sulks | T.8076,697 Cusano | 9,552 Sulks | T.8076,697 Cusano | 9,552 Sulks and Worsted | 1,653,690 Spirits | 1,552,641 Spirits | 1,552,6 Of this amount has been exported during the

Total \$9,477.834 Specie in Gold ... \$2,511,788 Specie in Surer ... \$2,962,97

Total 53,00,187

The item of fron exhibits in a strong light the reason why Sir Hanny Bullwan suggested that any change in the glorious Tariff of 46 would be unpopular in England. Those of Cotton and Woolen also show the vast tribute we are paying in a spirit of unthrill to the manufacturing nations of Europe.

Against this 180 od4 millions of imports the en-

Against this continue to tire amount of DOMESTIC EXPORTS
Of an Agricultural nature is \$115,903,333
Of all other kinds \$1,94,540

Total.....\$136,946,912 This is an increase upon last year of some 5,000,000, and yet, with the large item of Cotton, which we shall not always reach, in our favor—

the balance of trade against us is frightfully enor

mous.

The Report of the Secretary of the Treasury still lingers, owing to causes unforeseen and unavoidable, and we shall not see it probably until the commencement of the week. Mr. Benton, it will

commencement of the week. Mr Benton, it will be seen, is making endeavors to obtain a Westera arsenal, and proposes that Mr. Fillmore, shall select the site. He regards Mr. Fillmore as peculiarly qualified to perform such a duty impartially, by reason of his being a no party President. Whether this is mere facetiousness, or intended as a more serious hit, is a cuestion.

Mr. Halk to-day, in presenting a petition from New-Hampshire with reference to punishments in the Army, leaked out the circumstance that Gen. Scort is in the habit of looking after the private grievances of common soldiers. Mr. Halk evidently did not intend to do it, but it got out much to the apparent discomfort of Col. JEFF, Davis. The eyes of certain Southern Whig Senetors plainly evinced no small degree of pleasure, both at the mention of that General and the circumstance alluded to.

luded to.

Mr. Chase's euclogy upon the late Amos E.
Wood of Ohio, was chaste, cloudent, and elegant.
Senator Butler's remarks upon the death of Mr.
Calhoun were the most touching and appropriate
1 ever heard. Those of Mr. Chase to-day, upon a
more ordinary occasion, were much in the same
tone and manner. The message of Gov. Seabury
Ford of Ohio, in se far as it relates to the law for
the reclamation of Fugitive Slaves, gives much
satisfaction to moderate men, and is admired by
those even who do not believe with him in the necessity of modification. Should Gov. Ford come
to the Senate, nobody would be surprised and to the Senate, nobody would be surprised and many would be pleased. WOUTER VON TWILLER.

Indiana State Convention.

Yesterday Mr. Huff's motion to recommit the County limit section with instructions was reconsidered, Ayes 62, Noes 60—the motion was then cut off by the previous question, Ayes 86 to 45—and the section as engressed, prohibiting the re-

The two succeeding sections, relative to pub-The two succeeding sections, relative to publishing statements of the public receipts and expenditures, and prohibiting the drawing of money out of the Treasury except by virtue of applications made by law, passed—Ayes 120, Nose 2, Mr. Read of Monroe withdrawing his amendment. The preamble to the Constitution passed, 121 to 1.

The next section coming up, (being the same as The next section coming up, (being the same as the second section of the present Bill of Rights,) Mr. Watts moved to amend by adding the first section of the present Constitution, which the Committee had not reported (that all men are now equally free and have an inalienable right to enjoy life and liberty, and to acquire property, &c.) The language of the Declaration of Independence

The language of the Declaration of Independence was moved by Mr. Stevenson as an amendment to the amendment—"that all men are created equal; that they are endowed by their Creator with eer tain inalienable rights; that among these are life, liberty and the pursuit of happiness." This was accepted by the mover of the amendment.

Mr. Howe moved further to amend so as to add in the section as reported, after the words "the people have, at all times, an inalienable right to alter and reform their Government"—the following, "under their Constitutions." Mr. Howe's amendment was rejected.

ing, "under their Constitutions." Mr. Howe's amendment was rejected.

The amendment, embodying the language of the Declaration of Independence, was then adopted—Ayes, '7'; Noes, 41; and the section as thus amended was then ordered to a third reading—Ayes, 65; Noes, 42—as follows:

"We declare that all power is inherent in the people, and that all free Governments are and of right ought to be founded on their authority and declared for their peace, safety and havings.

right ought to be founded on their authority and instituted for their peace, safety and happiness. For the advancement of these ends, the people have at all times an inalienable right to alter and reform their Government. And that the general, great and essential principles of Liberty and Free Government may be recognized and unalterably established, we declare that all men are created equal: that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty and the pursuit of happiness." The section relative to religious toleration was

slightly amended in its phraseology and ordered to a third reading. [Indiana State Jour. 5th.

Old Winter-who ever heard of a Winter that wasn't old !-is coming down the North Iti ver, not by any steam and lightning conveyance, but after the good old fashion, working his own passage, and building an ice bridge as he advances. We learn from the Albany State Register of yesterday, that the river is nearly covered with floating ice, descending from the Mohawk and other sources of the Hudson. This is an indication of the season we have just entered, though the wea ther is yet anything but of that frosty nature which threatens a barrier to navigation. The Rip Van Winkle and Hendrik Hudson left on Wednesday night well laden with freight, and the docks and piers present as lively an appearance as if navigation was opening instead of closing.

A COUNTERFEITER ARRESTED .- An Ogdens burgh correspondent, under date of the 7th instwrites that a man named Law was arrested there on the 5th for passing counterfeit money, and af ter examination was committed to jail to awalt his trial at the February Circuit. There was found on his person \$960 in counterfeit money, \$95 is good. The counterfeit was all 10's on the Bank of New-York, remarkably well executed and well calculated to deceive.

The Salt Lake Valley.—We learn with much pleasure the arrival in this city of Capt. Howard Stansbury, who has returned after an absence of two years in the West, during which he was engaged in the exploration of the Salt Lake Valley. The Captein is is fine health and spirits but, owing to an injury received near Fort Laramie, he is so lame as to be unable to walk without support, he is, however, fast recovering, and hopes, we understand, to be out in a few days. He brings ample materials with him for a full report of the expedition, beside numerous mineral and botanical specimens, and various other natural productions, illustrative of the region he was ordered to explore. The party lave enjoyed fine health, and, though meeting with many Indians on the route both ways, had no serious difficulty with any of them. He left the Mormons in a very prosserous condition, and expecting large additions to their numbers.

[National Intelligencer.]

their numbers. National Intelligencer.

BURNED TO DEATH.—At East Haven, Ct. Monday night, Alfred Shepard and James Hotchkiss met a horrible death by fire. They were tending a coal pit, and had gone to sleep in a small shanty near by, erected for their accommodation. The structure took fire, probably from the stove, and they were burned to death with it.

BUSINESS NOTIOES.

To Advertisers .- The Large Circu-

AD VERTISING DIRECTORY.

BRW ADVERTISENTS WILL RE FOUND UNGER THEIR
RESPECTIVE HEADS AS FOLLOWS:

FIRST PAGE. SECOND PAGE SECOND PAGE,
Special Notices. Water Cure. Telegraph.
Wanter. H. ts. Januaryses.
Want Places. Cod. Januaryses.
Want Places. Cod. Window Shades.
For Sale. Window Shades.
 Special Notices.
 Water Cure
 Telegraph

 Wanted.
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 Invariance

 Want Places.
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 Boarding.
 For Stile.
 Windows Note Publications.

 New Publications.
 To Let.
 Legal Not.
 THIRD PAGE.
Corporation Natice
Odlifornia Financial, &c.... Medicines... Craveling.
SECOND PAGE Hardware... Praceling.
Instruction Patents Sor Europe, &c...

SCHENCK'S PULMONIC SYRUP.—Coughs and Colds generally are the foreigners of Consumption.

The only remedy now known, that will positively cure the Consumption in its incipient or well seated stages is SCHENCE'S PLEADING SYRE. If removes all discussed matter from the system, which if helt to remain, impede the lunes in their francisco, and increased. Constraption in its included to the constraint of the constraint o

Who KNOX LOUDEST ?-At a meeting as his bats.

COATS .- Every description of Overcoats.

JUST RECEIVED—A quantity of Unredeemed Pledges, consisting of Overconts and Cloaks, at \$5 each. Also, an assortment of Winter Vests, at \$1.50; black Docekin Pants at \$1.40cb. A few of them \$5 suits, cor. Nassau and Beckman sts.

DAGUERREOTYPE MINIATURES AND CORTRAITS, equal to those to be seen at the cutrained to those SGALLERY, 363 Broadway, are taken for visitors a all hours, from \$165 o'ctock daily, at all prices, from \$2 to 50. M. A. & S. Root have the largest and best cameras it he United States. Elegant Invitation, At Home, At

Church, Visiting and Cake Cards, engraved and printed in the most fashionable styles, at Evergence, 392 Breadway, corner of Duane-st. Beautiful boxes for wedding cake, splendid bridal envelops, wafers and silver cord. Mr. Everdell has a branch store at 2 Wallist, for the accommo-dation of bis down-town customers. d12 3ir FUR TIPPETS, BOAS, AND FUR ARTICLES OF EVERY DESCRIPTION.—Superior Lynx, Martin, Frich, Chinchille, Ermine, Squirel, and Jennel Muffe; Fur Tip-pets, Collars, Victorines and Cuffe; Swansdown Tippets and Trimmings, and other Fur Goods, cheaper than any

dil 51* WM. BANTA. 105 Canal-st. cor. of Wooster. Furs! Furs! Furs!-We understand

GIFTS FOR THE SEASON,-Daguerreotypes on Ivory, combining nature with art, with rare per-fection by Brand's new discovery, ofter appropriate gifts for the coming season. These Dagoerrectypes are colored in McDugall's exquisitely beautiful style. A next and va-ried assortment of gold lockets, bracelets, plain and orna-mental cases for minitarizes, at Brady's National Gallery, 205 Broadway. N. B.—The superior arrangement of light in this establishment einhies the proprietor to take pictures in any kind of weather.

THE LIGHT OF THE WORLD.—All who want to throw high on darkness will call at Samuel. D. Gorsian's new Crockery, Lamp, and Girandole store, where he is selling the heat Solar Lamps, warranted in all cases, from \$2 to \$5. Hall de. \$2.56 to \$7.50 (Girandoles, a superior article, from \$9.0 \$11, the set. A) other articles in proportion.

35. MUEL D. GORMAN,
46. 2av 5w 8x W.

Youth's AND CHILDREN'S CLOTHING. REMOVAL -- PETERSON & HUMPHREY

have removed from 432 Pennist to their new Carpet store 379 Brosstvay, corner of White-st. The balance of the stock of Carpets and Oil Could removed from Pearl-st, will be exhibited in the basement of their new store, and sold at 15 per cent, less than east until disposed of. d12 121 GENTLEMEN'S FALL AND WINTER

Wear, Wa T. Junious & Co. 21 Broadway, opposite the Park Fountain, will this day introduce their new Styles of Overcoats, and other Full and Winter Garments, comprising an essentiment in style and character far superior to the productions they have belien for readered so acceptable to their numerous pairons.

CARD .- ROCKY-DAR MINING COMPANY. —The notice heretefore published by me informing the public of the relation in which I stood (and now stand) to this Company was deemed by me a necessary and proper notice, under the circumstances, for my own protection. I am free to state that it was not multished within design of injuring the Company. Of the present position and tuture prospects of the Company I have no personal knowledge.

HENRY BANGE. Dated Dec. 7, 1850.

FowLERS & WELLS, Phrenologists and Publishers, Clinton Hall, 151 Nassau-st. near the Park

BARNUM'S MUSEUM .- We can praise Charlotte Temple. It is a moral play, especially valuable to our sons and daughters, and its scenes are such as they will never forget. This afternoon a compast of fulfan ner-formers give us an Indian Tragedy. Real Indians. Who will not see this?

PHILADELPHIA.

Things in Philadelphia Correspondence of the Triane.

Philose Philosephia.

Philosephia.

The Triane.

Philosephia.

The Triane.

Philosephia.

The Stock Board was not in session this morning. Our churches were all through with attentive audiences. At noon all manner of good things disappeared with most marvellous rapidity, and this afternoon our streets are filled with well-dressed, respectable people, enjoying the time weather, and all seemingly well pleased with each other's looks.

This morning an old, blind horse, attached to a

each other's looks.

This morning an old, blind horse, attached to a wagon, started suddenly while standing in Chest nut-st, threw the driver to the ground, slightly injuring him. The horse was only stopped by the bulk window of the lowelry store of A. B. Warden, through which half of the anunal's body was thrusted. The pane of glass broken by the horse was worth \$150 and a quantity of jewelry

horse was worth \$150, and a quantity of jewelcy was injured. Mr. W. s lose by this singular accident is about \$500.

On Wednesday, a gentleman of this County the and was also shot and wounded a great horned owl. It was captured, and will probably recover. The owl measures 4 feet 61 inches from tip to tip, talons 11 measures 4 levels, and its foot when spread covers a circumference of 41 inches. Each of its eyes is is about the size of a cent, and of diamond brilliancy. This specimen of the feathered tribe is very rare in this section of the country.

EXPLOSION IN PLAYERMINES.—The N. O. Pragume has a letter from the parish of Phaguemines, dated Dec. 1, stating that on the previous evening a terrible explosion, in which several lives were lost, took place on the plantation of G. W. Johnson, Esq. That part of the sugar-house in which stood the mill and cane shade, was carried away, and one of the boilers, measuring thirty-three feet long and five feet in diameter, was thrown three acres and a half from its original place. In its passage it struck against some posts two feet in diameter. Four slaves belonging to Mr. Johnson were killed on the spot. A negro woman had one of her legs so injured that it became necessary to have the limb amputated, which operation was performed most skilfully by Dr. J. B. Wilkinson. Brash, the white angineer, was badly scalded. Mr. Johnson was at the Buras settlement when this terrible catastrophe occurred.

A COLORED PROPESSOR - William G. Alllen, a colored young man, law student in the office of Ellis Gray Loring, Esq. has been appointed to the Professorship of Greek and Hhetoric in Central College, Mt. Granville, N. Y. Mr. Alien is also well known as a lecturer upon the origin litera-ture, and probable destiny of the African race. [Bunon Atlas.]

er House yesterday.

Nothing of importance transpire in eith-

NEW-YORK, FRIDAY, DEC. 1.

The SENATE took up Mr. Bradbury's Resolutions calling on the President for the reasons for the removal of Public Officers. &c. and talked considerably on the subject, but without doing anything, adjourned

sume, not get here till this evening.

Law Reform in Great Britain.

-Has anything more decided ever been

To the Editors of The Tribune:
In The Tribune of Nov. 29, was an editorial article, with the unit also of Mr. Dana, in defence of Mr. Whitney's Railroad Plan which I have just of 40 to 160 acres, and, of course, as there

the people's right to the soil.

Mr. D. is convinced that the opposition of Land Reformers to Mr. Whitney's scheme arises from the "want of a correct understanding," and from "the denunciations of journalists who write from prejudice rather than knowledge." I, on the contrary, was amazed to see a writer of whose judgment I had so high su opinion attempt the deliver.

sent generation, but of all future generations?

It will not do to answer me, that the landless people do in effect make all the railroads now, description that have been afforded them for a few years past, to level hills and vallies, cross rivers, tunnel mountains, penetrate the bowels of the earth for ore, make it into rails, and stretch them, like net-work, in every direction pointed out by their good friends, the capitalists, I heard them, at the recent elections, singing of "Their wages reduced to five shillings a day," in contrast with the "right dollars" a day of Congressmen they were called upon to vote for, and I really cannot see how the chance to make a

and I really cannot see how the chance to make a railroad to the Pacific with lateral roads and cross roads over the half dozen States proposed to be deveted to that object, as numerous as the rail-roads of Massachusetts, would have the least ten-dency to raise their wages to a dollar a day, much less to abolish the wages system entirely, which is the consummation ardently wished for, and de-